

COUNTRY	Poland	REPORT	
TOPIC	Airfields in Poland	25X1	
EVALUATION	PLACE OBTAINED	25X1	
DATE OF CONTENT			
DATE OBTAINED	DATE PREPARED	9 February 1953	
REFERENCES			
PAGES	3	ENCLOSURES (NO. & TYPE)	
REMARKS			
	This is UNEVALUATED Information	25X1	

1. Warsaw (R 53/L 08) Area and Okęcie (R 53/P 98) Airfield.

Between February and May 1952, [] there was intensive air activity by jet planes with a considerable sweep back and upward rudder assembly [] No auxiliary fuel tanks were observed on their wings. These jet planes definitely did not take-off from or land at Okęcie airfield. The largest formation consisted of nine jet planes. It was not observed that the jet planes were engaged in aerobatics or combat practice. ¹ [] air activity by single-engine and twin-engine conventional planes with Soviet stars at Okęcie airfield. The twin-engine planes possibly were commercial aircraft. Up to nine single-engine planes were aloft at the time. Four-engine aircraft were not observed. ²

2. After February 1952, [] air activity throughout the day by jet planes which probably came from an airfield on the northwestern edge of Warsaw. Flying was discontinued at night. The aircraft usually took off in a west-east direction and made local flights at an altitude of about 200 meters. If the ceiling was lower than 500 meters, the jet planes flew in the clouds. Flying was practiced in formations of 2, 3, or 6 planes. More than 7 planes were not observed aloft at the same time. No aerobatics, firing or combat practices were performed by jet aircraft. ¹ Prior to late May 1952, there was air activity over Campo Sluzewiec and the Okęcie airfield by twin-engine commercial planes of the Polish LOT Airlines and twin-engine commercial planes [] single-engine military planes with piston engines, twin-engine transports with piston engines of the Polish Air Force, biplanes and gliders. It was not observed that jet planes or four-engine aircraft took off from or landed at Warsaw-Okęcie airfield. The aircraft of the civilian airlines repeatedly flew over Camp Sluzewiec from east to west and approached Okęcie airfield.

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The field was lighted at night and illuminating gas light signals were fired. It was conspicuous that the aircraft of the civilian Russian airlines were fitted with nose wheels. The military single-engine planes, which flew slowly and individually in the vicinity of the field, apparently were trainers. They were not used for aerobatics, stunt flights, formation flights or firing practices. The military twin-engine planes differed from the civilian aircraft by a darker coat of paint and the white-red chequered national emblem. It appeared that flight training was conducted with this type plane. Individual flights were made in the larger vicinity of the field. The biplanes which flew near the field were apparently also used for pilot training. No aerobatics or night flights were observed. Occasionally, three biplanes flew in formation in the vicinity of the field and one glider was towed by a biplane to an altitude of about 300 meters. While the biplanes landed in Okęcie, the gliders climbed, practiced stunt flying and, subsequently, made spot landings at the field. ²

3. Lublin-Swidnik (S 52/R 08/09) Airfield. The Lublin-Swidnik airfield, about 8 km east of Lublin, was allegedly improved after the war. Poles, who had allegedly committed sabotage during improvement work at the field, were repeatedly brought to the Lublin prison in 1949 and 1950.

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4. Lublin-Bronowice (S 52/R 18) Airfield. In 1950, [redacted] the Lublin-Bronowice airfield on the southeastern edge of the town [redacted] only Polish biplanes were stationed there. From about 1950 to February 1952, individual flights were made by biplanes over the field. Occasionally, a biplane towed a glider which was released after some time. ⁴

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5. Between the fall of 1949 and the fall of 1951, it was regularly observed that there was intensive air activity by twin-engine planes flying individually and in formation over Lublin. Air activity with this type plane was considerably reduced between the fall of 1951 and February 1952. The single-engine aircraft were very speedy fighters, similar to the German Me-109. The Poles in the Lublin prison said that these planes were Me-109s. Only individual twin-engine transports were observed during the entire period of observation. No jet fighters or four-engine planes were observed. Occasionally, night flying was practiced in the Lublin area. No firing practices were observed. Most of the planes bore the Polish national emblem. ⁵

1. [redacted] Comment. The observations of air activity made between February and May 1952 agree with reports dating further back. The jet planes observed definitely are MIG-15s from Barnowice airfield where a Polish Air Force training unit is retrained with MIG-15s. The Polish national emblem on these MIG-15s was mentioned in previous reports.


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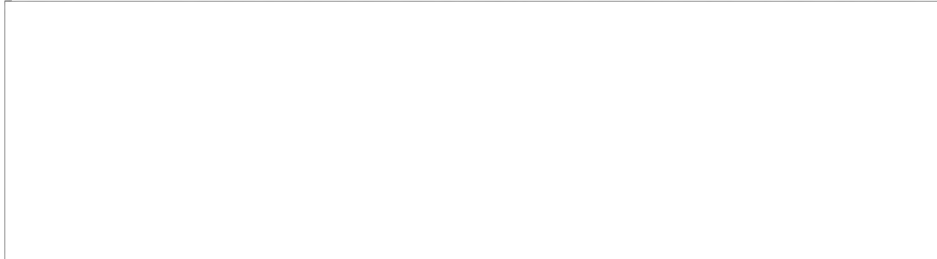
2.  Comment. The information on the air activity at Okecie airfield agrees with reports received previously. The airfield is used by commercial planes of the Polish LOT Airlines and the Soviet Airlines. It is believed that a Polish air transport regiment and a Polish flying school were stationed there. Gliding was probably performed by the Liga Lotnicza, a Polish aviation association.

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3.  Comment. This is the first postwar report on Lublin-Swidnik airfield.

4.  Comment. The last report on Lublin-Bronowice airfield dates back as far as 1949. According to the present report, it is believed that the airfield is occupied by a Polish flying school and by gliders of the Liga Lotnicza.

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